

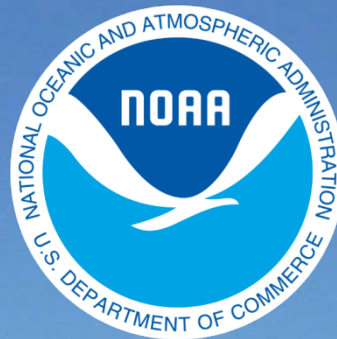
BookletChart™

Grand Traverse Bay to Little Traverse Bay

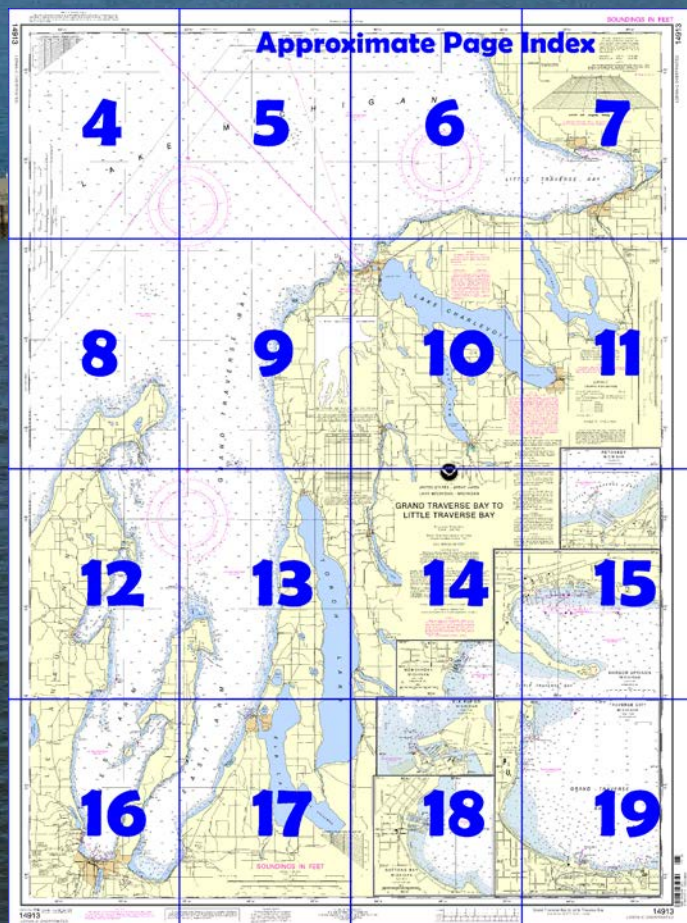
NOAA Chart 14913

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14913>.



(Selected Excerpts from Coast Pilot)

Little Traverse Bay indents the east shore of Lake Michigan between Sevenmile Point and **Big Rock Point** (45°21.7'N., 85°12.1'W.). The bay is about 10 miles wide at the entrance, narrowing to 2 miles wide at its head, 11.5 miles east. The bay, with deep water and good holding ground, provides protection in all but W winds. Shoals extend about 0.5 mile off the northwest shore and the head of the bay, but otherwise the shores are generally

deep-to.

Harbor Point is a narrow spit that extends southeast from the north shore of Little Traverse Bay to protect the harbor at Harbor

Springs. **Little Traverse Light** (45°25'10"N., 84°58'39"W.), 72 feet above the water, is shown from a white skeleton tower on the end of the point.

Harbor Springs, MI, on the north shore of Little Traverse Bay, is a fine small-craft harbor of refuge affording security in any weather. On the north shore of the harbor, docks extend to 10 to 12 feet of water, with 16 feet at the end of the city dock.

Harbor regulations.—**Local harbor regulations** are established by the Harbor Springs City Council and are enforced by the **harbormaster**.

A **slow-no wake speed** is enforced within the limits of the harbor. Copies of the regulations may be obtained from the Harbormaster, City of Harbor Springs, 250 East Bay Street, Harbor Springs, MI 49740. A **special anchorage** area, marked by lighted buoys, is on the north side of the harbor. (See **110.1** and **110.82a**, chapter 2, for limits and regulations.)

Small-craft facilities.—A municipal marina constructed by the Michigan State Waterways Commission and the city, and private marinas provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, sewage pump-out, launch ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9. Hoists to 50 tons are available for all types of marine repairs.

The W terminus of the Inland Route, which connects Crooked Lake, Crooked River, Burt Lake, Indian River, and Mullett Lake to the Cheboygan River and Lake Huron, is about 2.5 miles east of the head of Little Traverse Bay. There is no navigable connection from Lake Michigan to the Inland Route, but an overland portage service is available for trailerable craft to 25 feet and 5,000 pounds. (For complete information see Inland Route, chapter 10.)

Petoskey, MI, is on the south side near the head of Little Traverse Bay. A small-craft harbor at Petoskey is protected on the west by a breakwater extending north from shore and marked on the outer end by a light. The breakwater should not be passed close aboard due to large riprap stones along the sides, and end. In 2002, reported depths in the harbor were 9 feet along the outer ends of the municipal piers, thence 7.5 feet in the NE basin and 6.4 feet in the southwest basin.

Anchorage ground in the harbor is poor, being stony bottom.

A **speed limit** of 8 mph (7 knots) is enforced in the harbor. (See **33 CFR 162.120**, chapter 2, for regulations.)

Small-craft facilities.—The municipal marina constructed by the city and the Michigan State Waterways Commission on the southeast side of the harbor provides transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out, launching ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9.

From Big Rock Point, the shore trends southwest for about 4 miles to Charlevoix. Deep water is about 0.4 mile offshore in this stretch.

Channels.—A dredged entrance channel leads southeast from Lake Michigan between parallel piers through the lower portion of Pine River to Round Lake, the harbor proper of Charlevoix. The outer ends of the piers are marked by lights. The light on the south pier has a fog signal that is operated by keying the microphone five times on VHF-FM channel 79. From the east end of Round Lake, a dredged channel leads southeast through the upper portion of Pine River to Lake Charlevoix, entered about 1 mile distant from the Lake Michigan shoreline. Mooring to the Government piers or revetments is prohibited.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District
Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

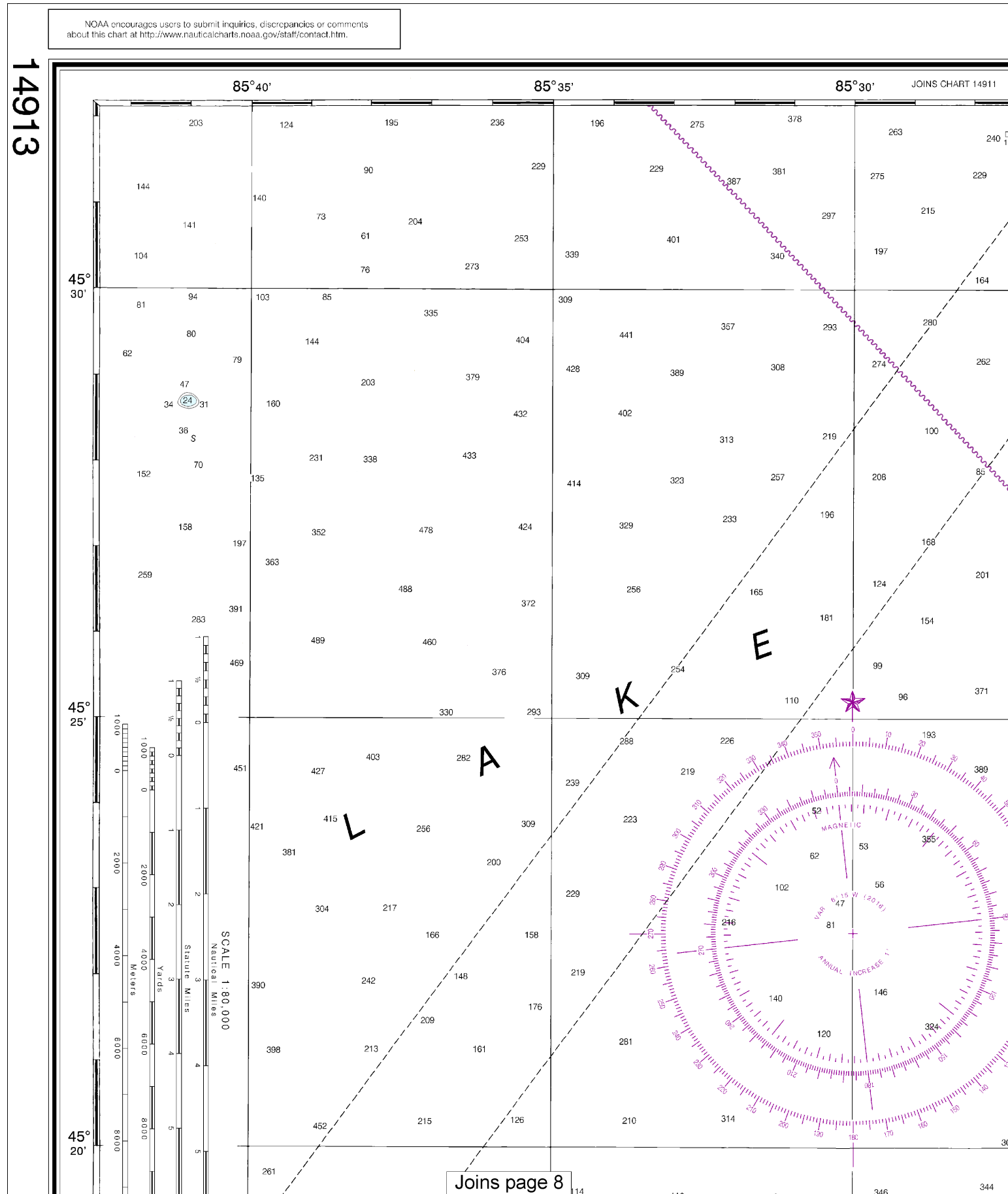
on navigable waters except Western Rivers



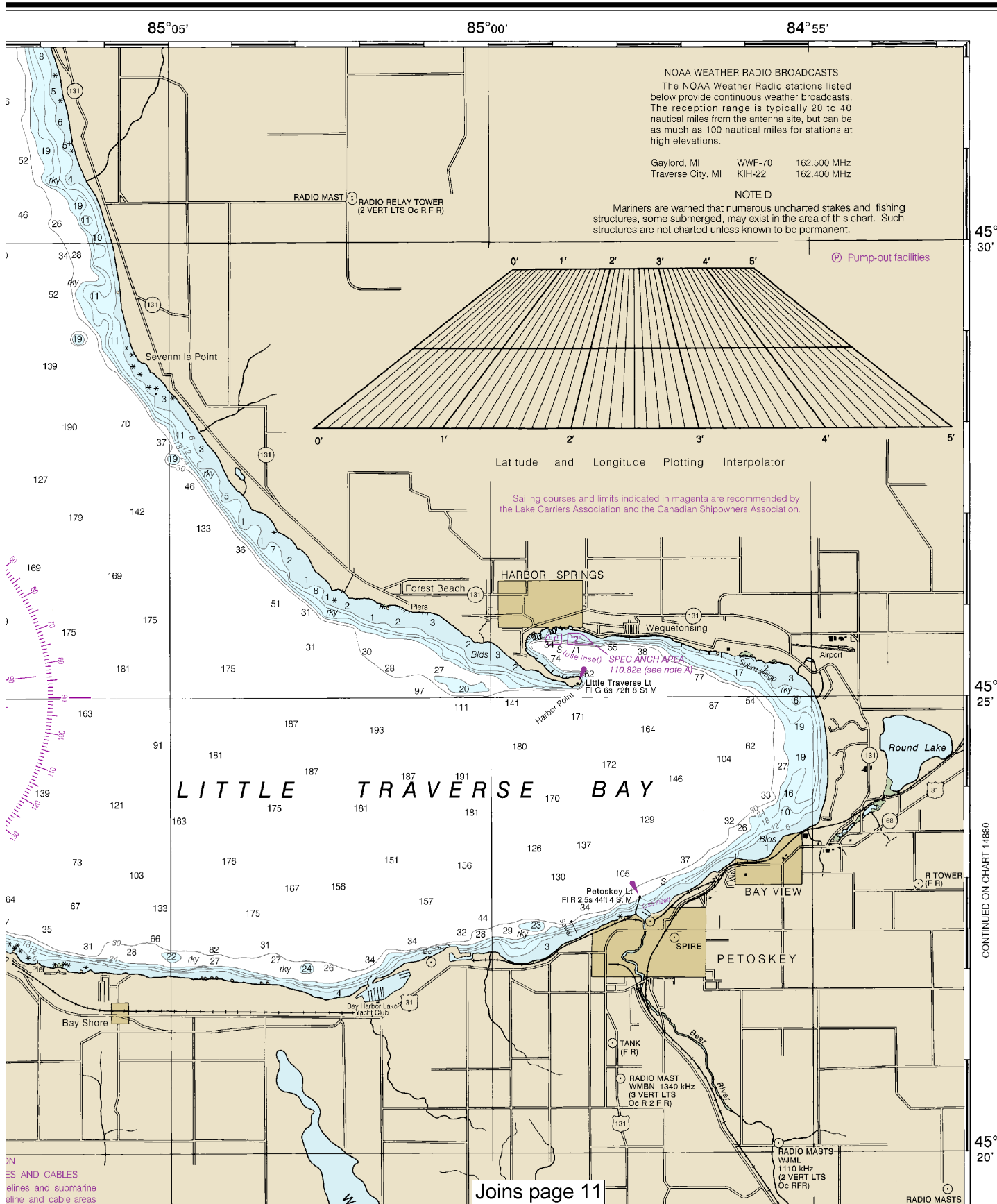
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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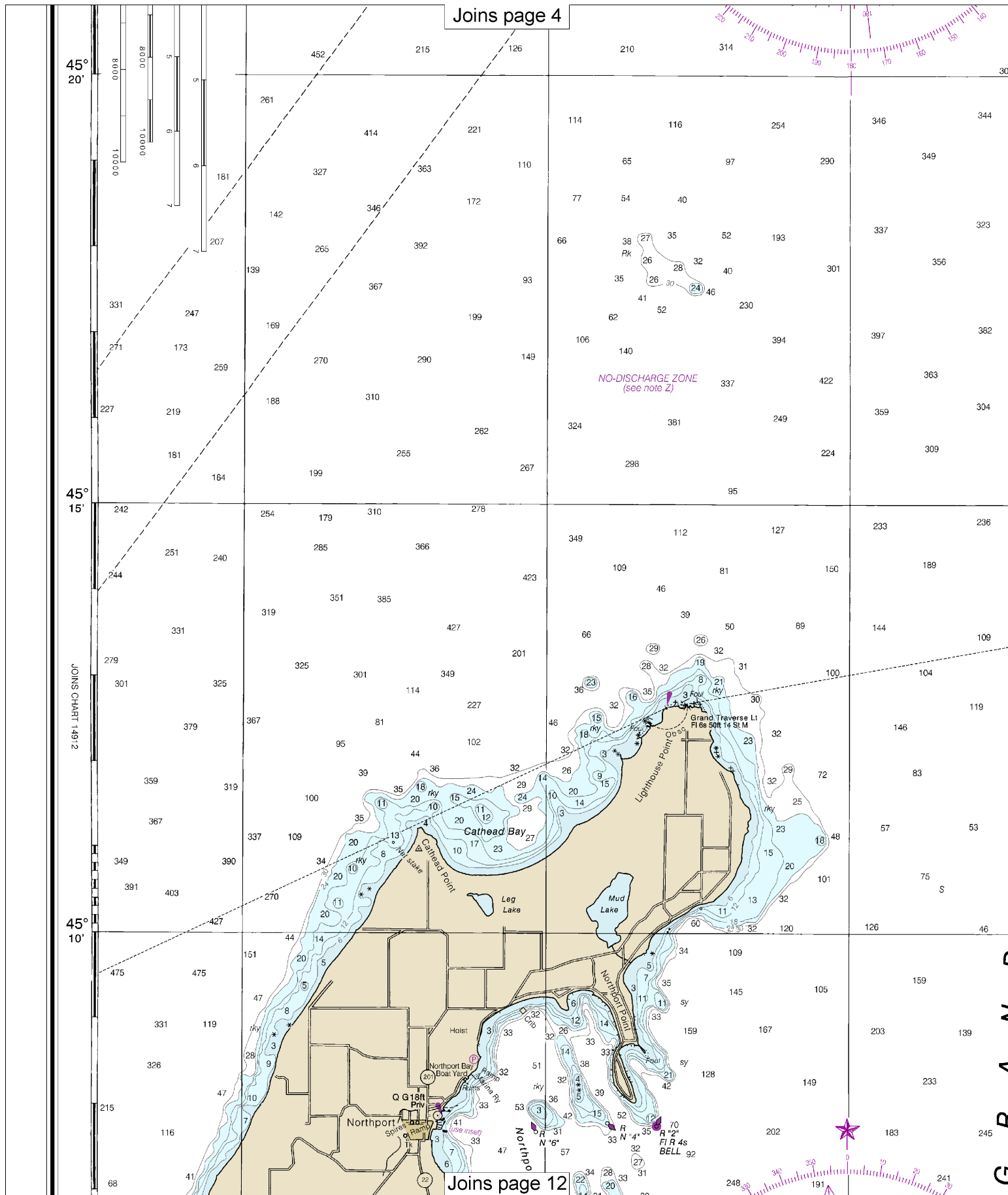
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 11

CONTINUED ON CHART 14880

Last Correction: 1/13/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



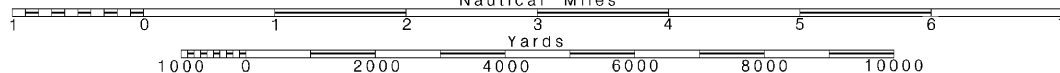
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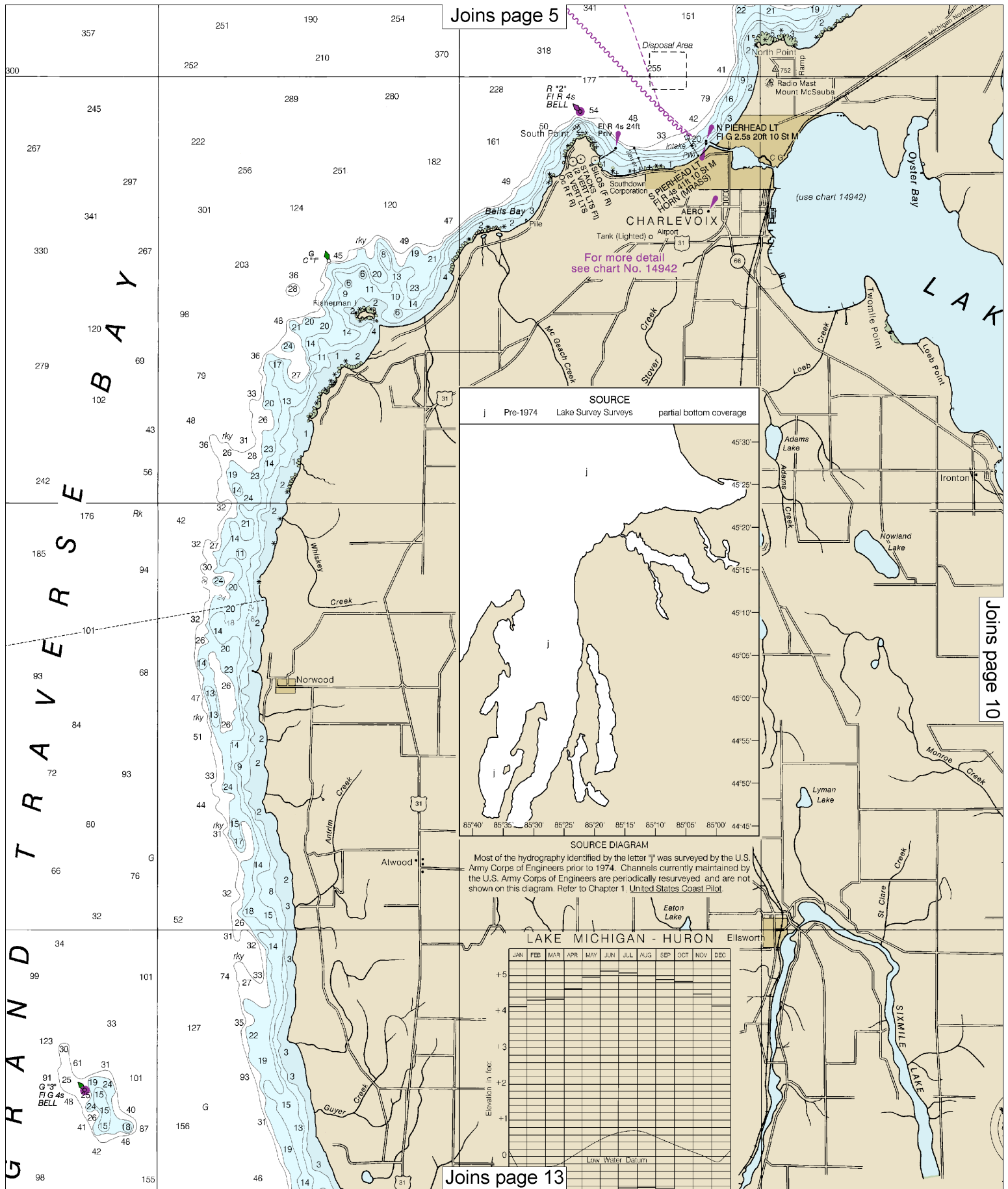
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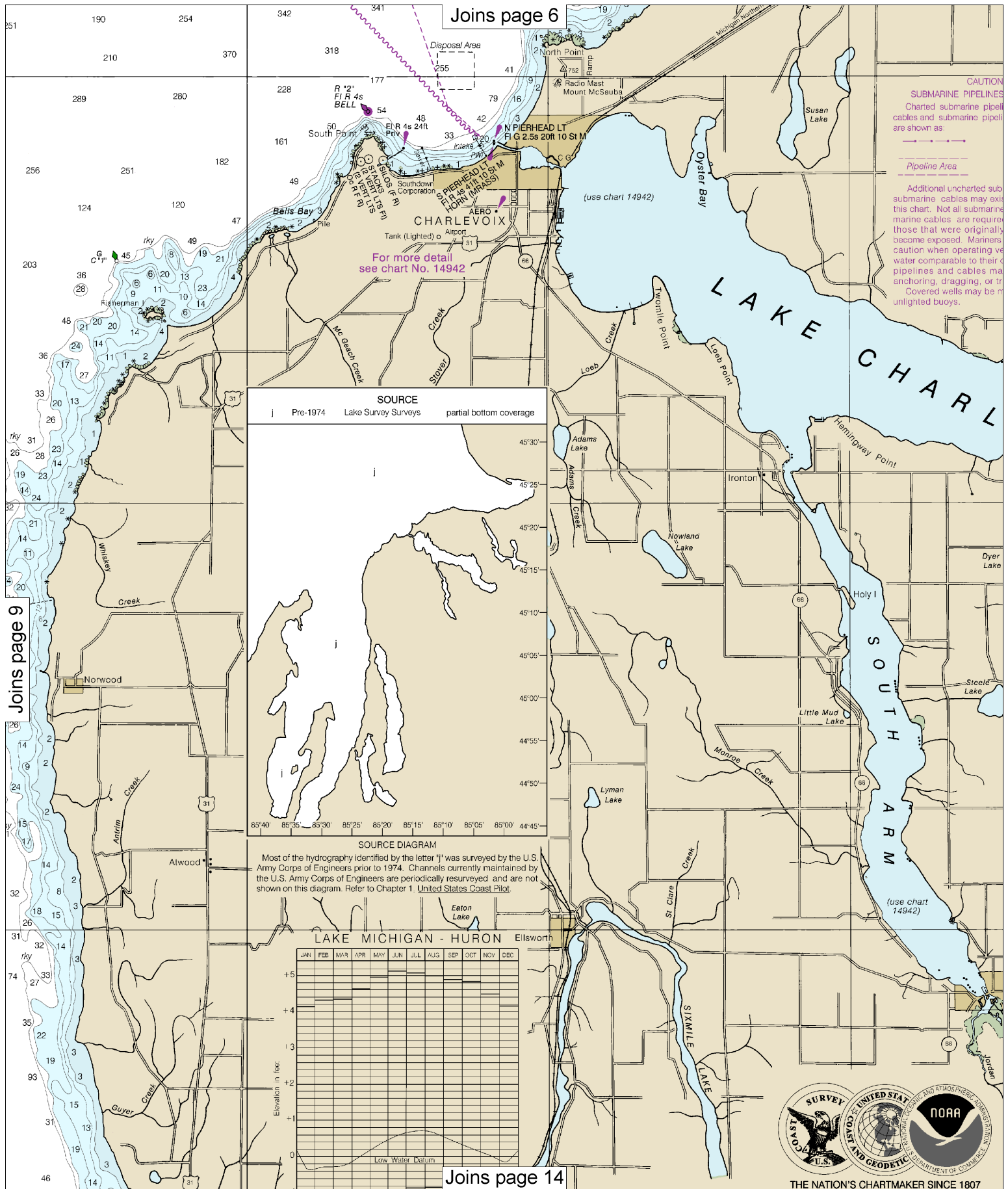
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







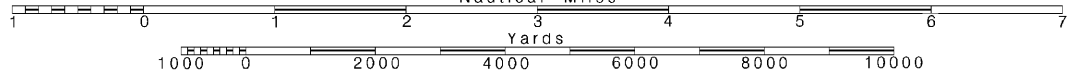
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



ON ES AND CABLES



Cable Area

submarine pipelines and exist within the area of the pipelines and should be buried, and if buried may have to be buried. Vessels should use extreme caution in depths of 100 fathoms or more draft in areas where pipelines may exist, and when trawling.



MARINER ACTIVATED SOUND SIGNAL
CARLEVOIX SOUTH PIERHEAD LIGHT - (MRASS)
Is activated by keying mic 5 times on
5-FM Ch 83A.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: <http://www.epa.gov/owow/oceans/regulator/vessel/sewage/>.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SCALE 1:80,000
Nautical Miles

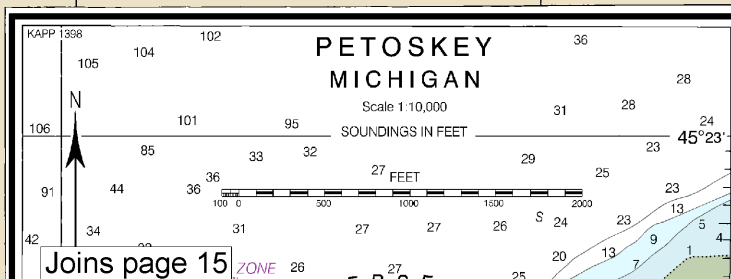
A vertical scale bar with four units of measurement. From top to bottom, the units are Nautical Miles, Statute Miles, Yards, and Meters. Each unit has a corresponding scale with markings and a graphical representation of the unit's length.

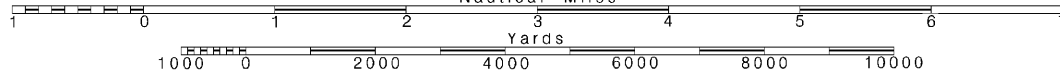
Unit	Scale Markings	Graphical Representation
Nautical Miles	0, 1, 2, 3, 4, 5, 6, 7	0 to 1/2
Statute Miles	0, 1, 2, 3, 4, 5, 6	0 to 1
Yards	0, 1000, 2000, 3000, 4000	0 to 1000
Meters	0, 2000, 4000, 6000, 8000, 10000	0 to 1000

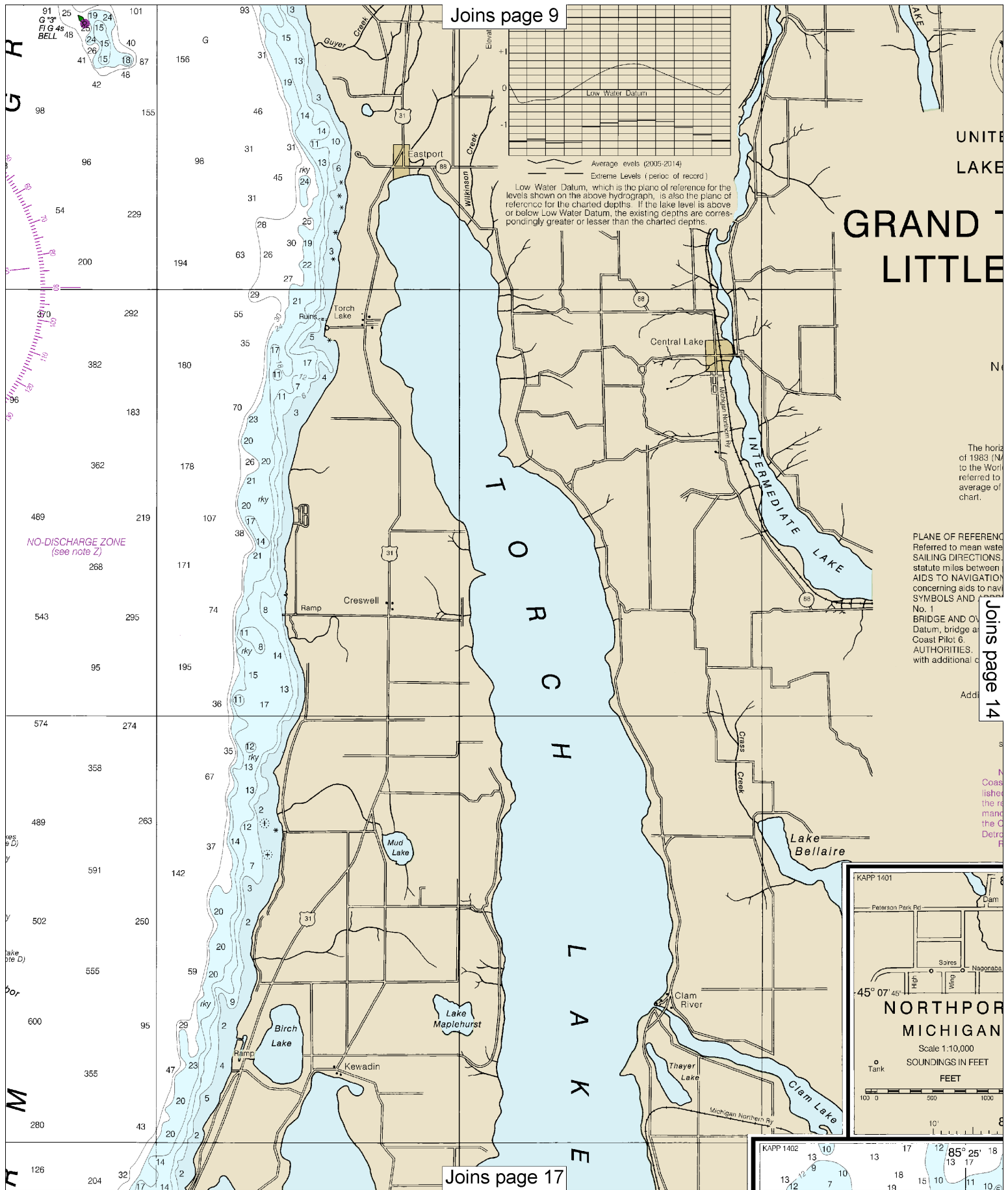
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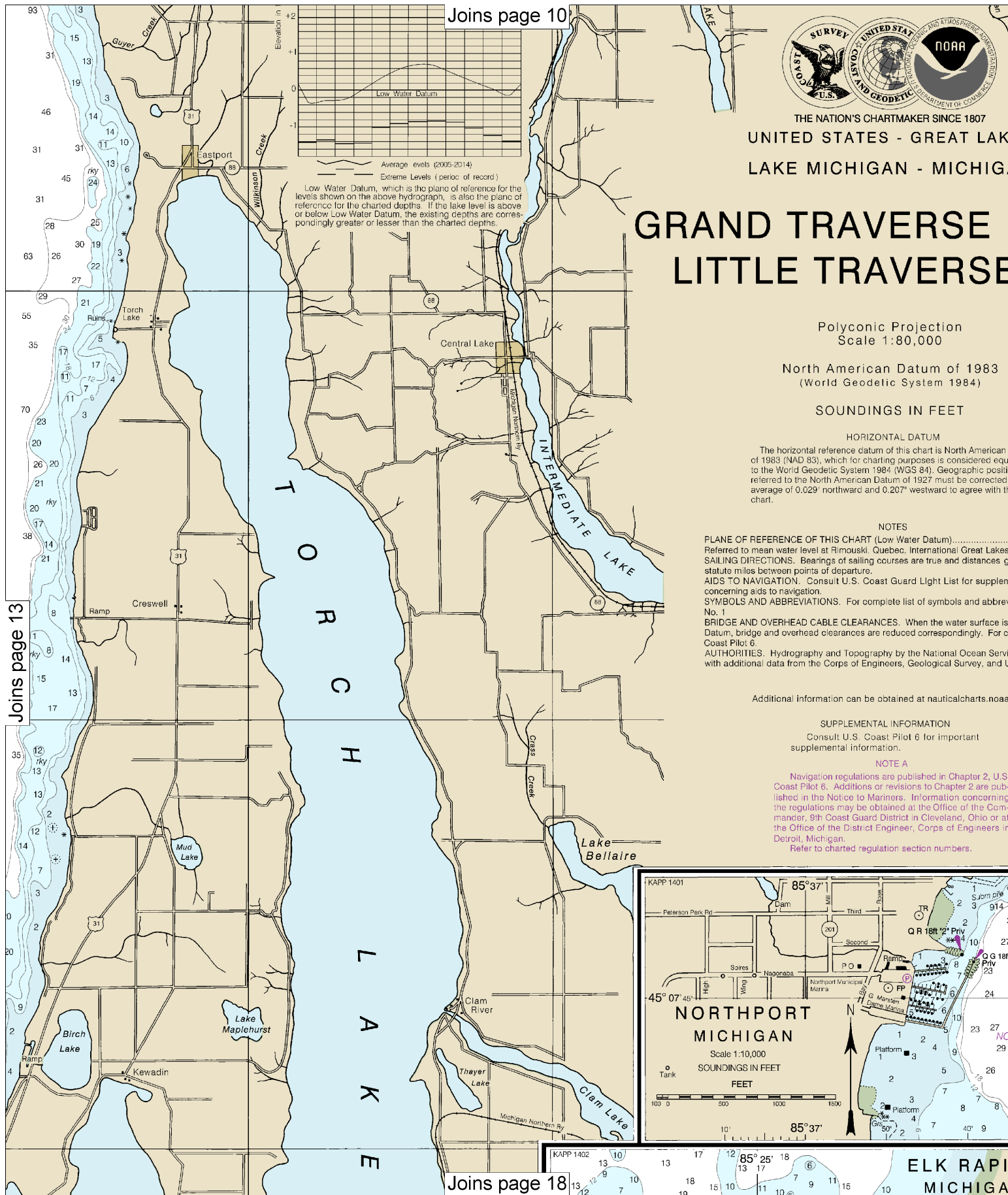
45°
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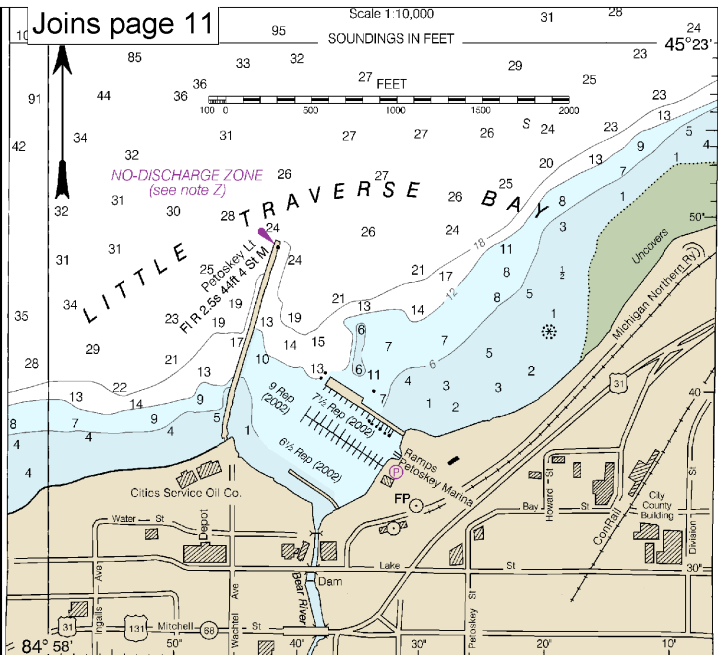
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.



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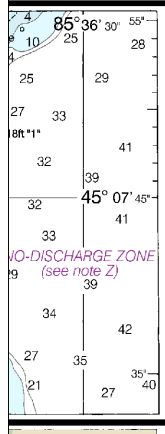
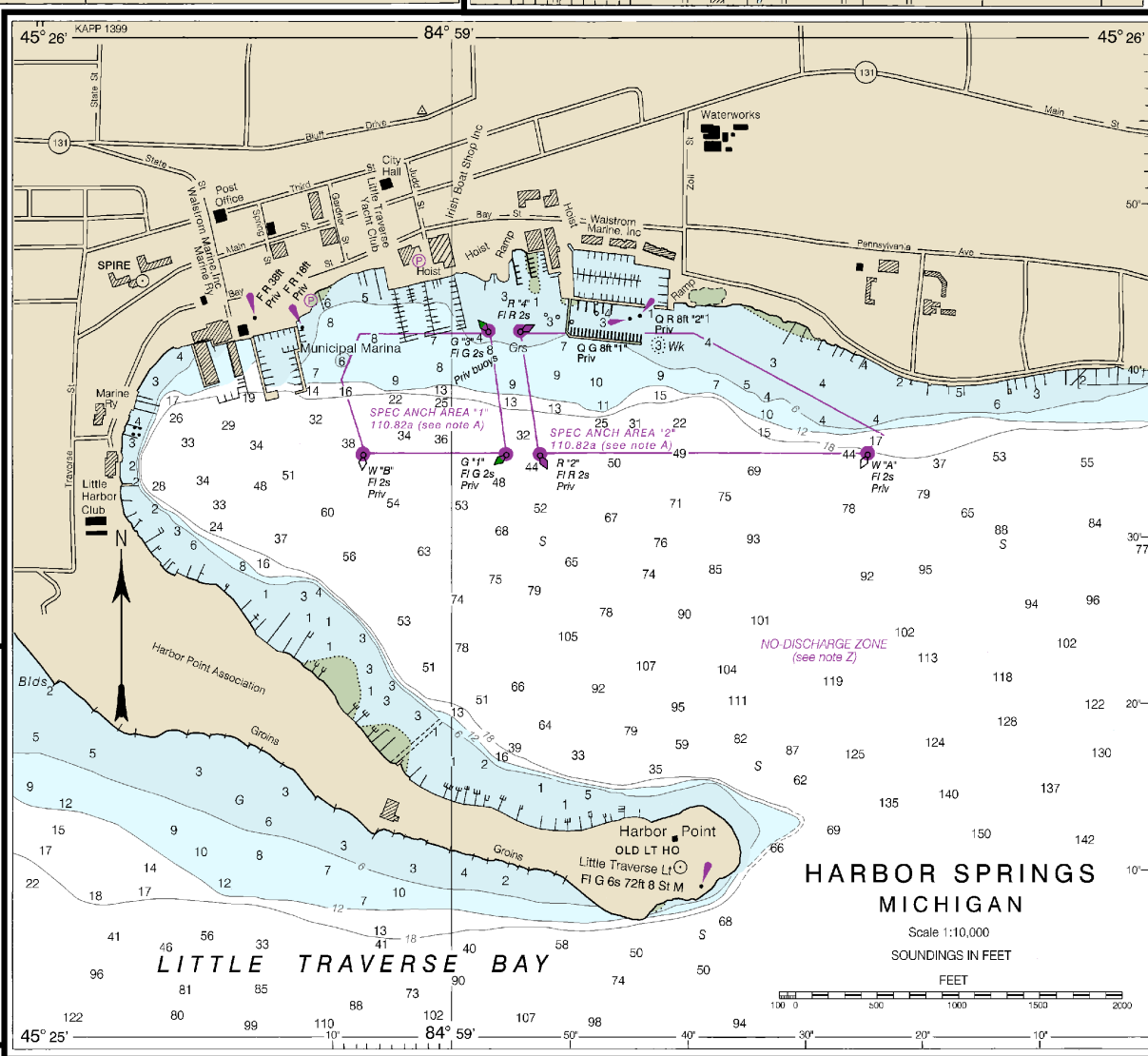
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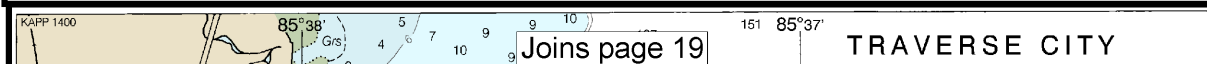
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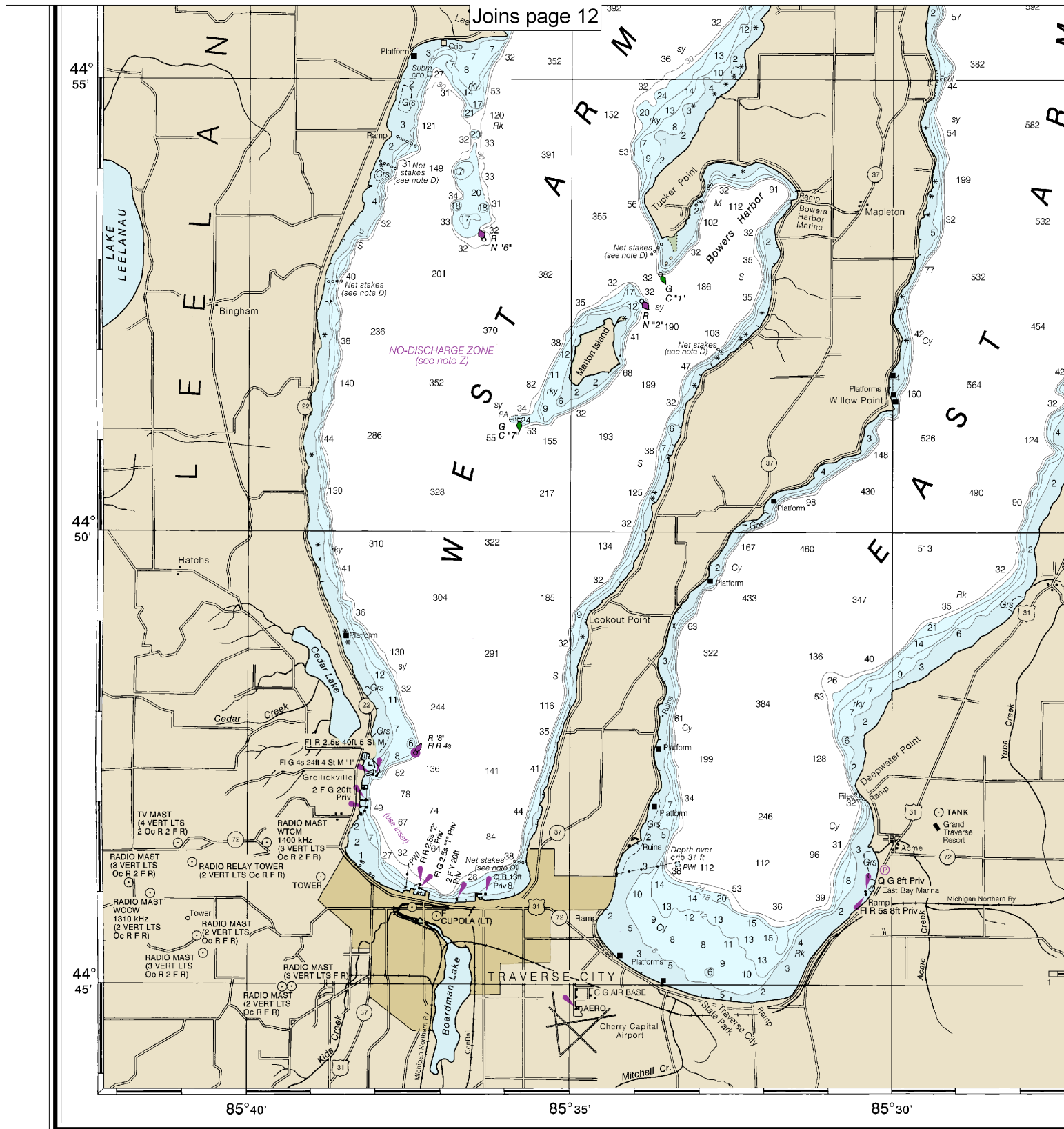
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45° 05'

45° 00'

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20th Ed., Jan. 2016

14913

Last Correction: 1/13/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

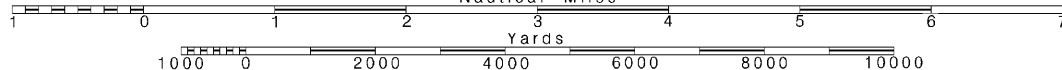
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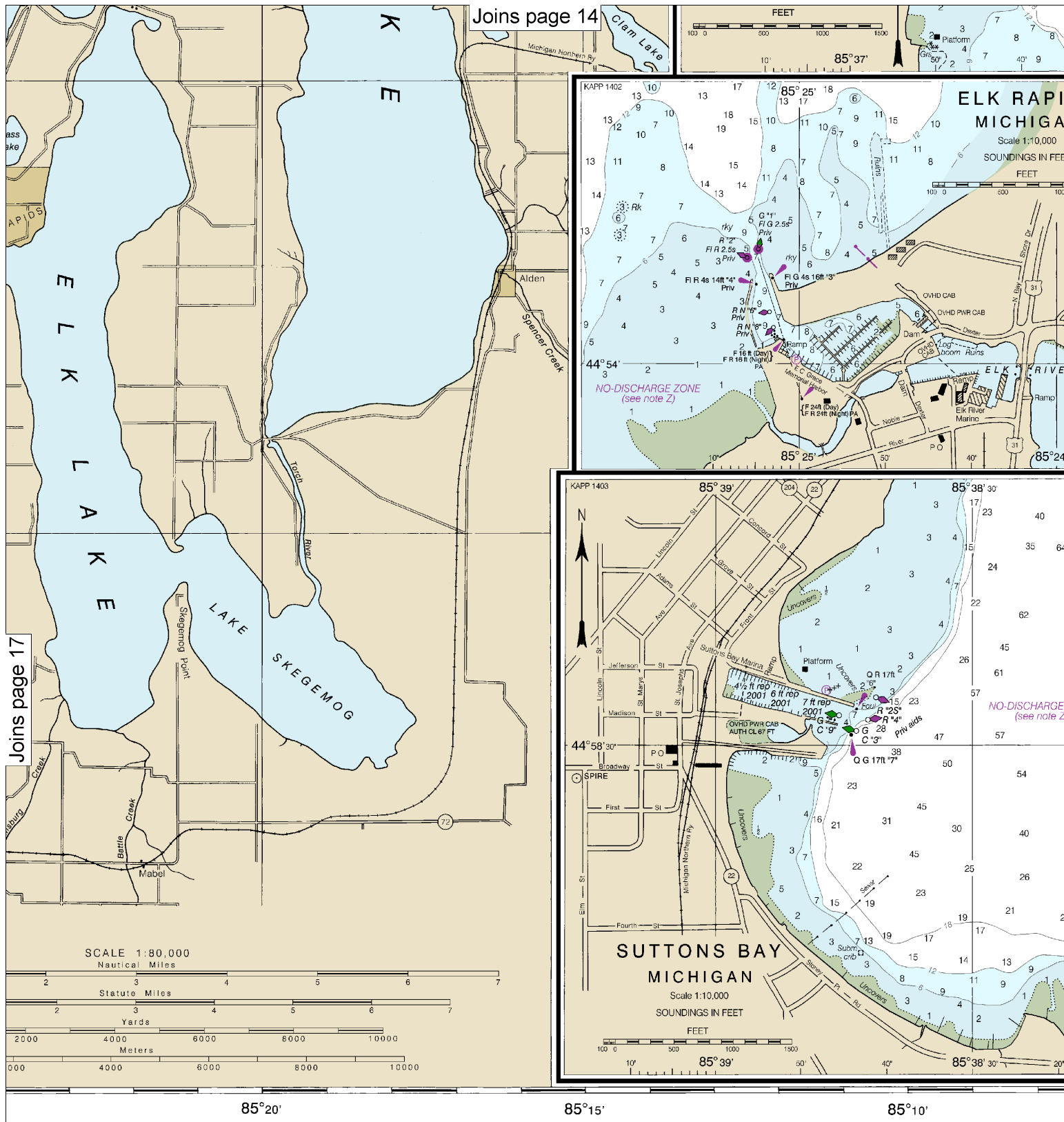
Note: Chart grid lines are aligned with true north.

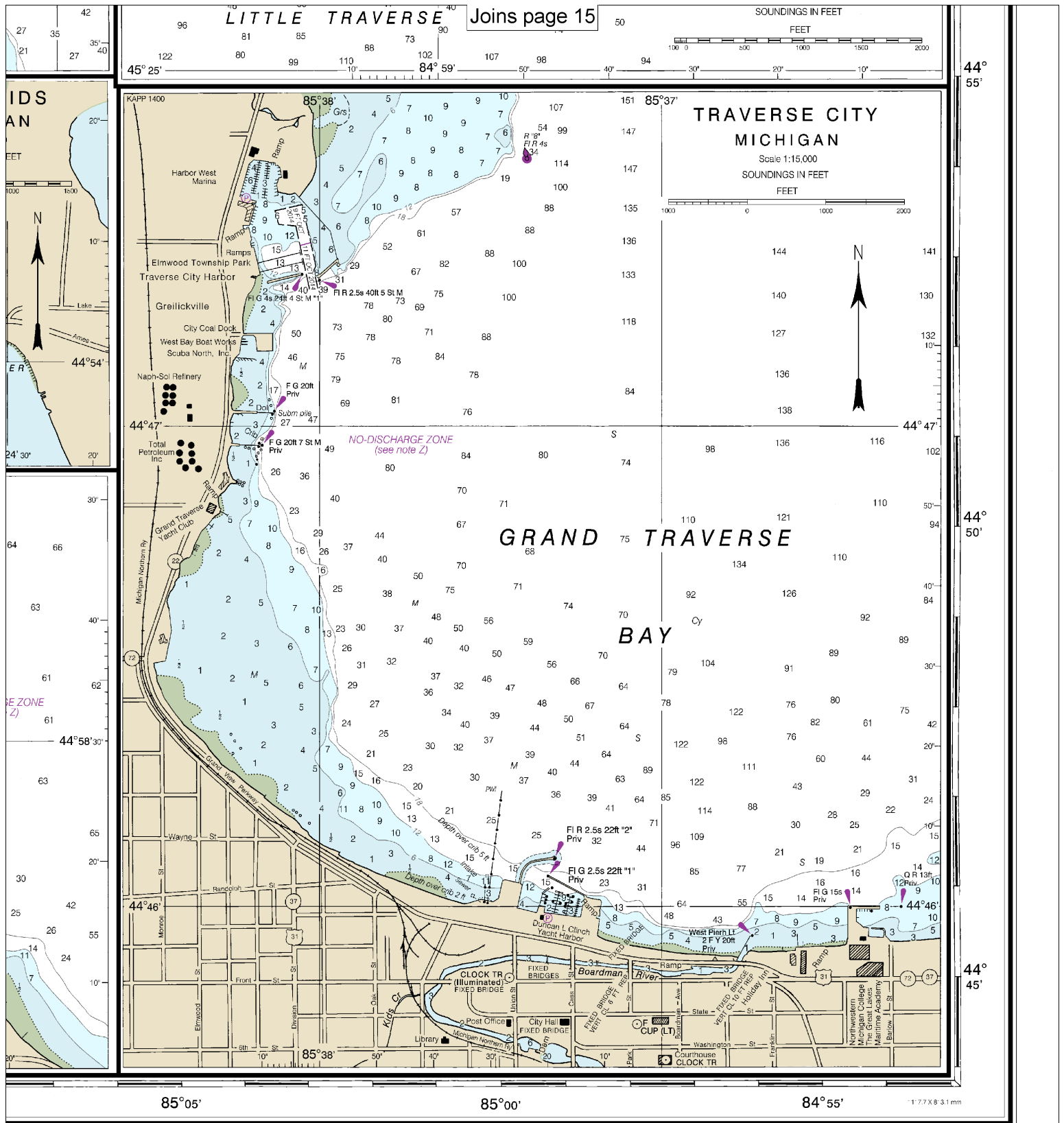
Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.







Grand Traverse Bay to Little Traverse Bay
SOUNDINGS IN FEET - SCALE 1:80,000

14913



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.